
6.4 CIRCULATION AND STREET CLASSIFICATION POLICIES

The street system within Belmont consists of freeways, highways, arterials, major collectors, collectors and minor streets. The system is structured around arterial streets designed to carry large volumes of traffic. The arterials are fed by collector streets which collect traffic from minor streets within the downtown and surrounding districts. Within the downtown area, El Camino Real is a State maintained facility designated as State Route 82. Other streets within the downtown are either arterial, collector or minor roadway facilities.

OBJECTIVE:

Establish a ranking of street types capable of serving varying levels of existing and future land use in a functional and safe manner.

The following policies are depicted on the Circulation Policy Map, Figure 6.1, and are set forth herein to provide for the designation of roadways and the overall policy intent:

POLICIES:

6.4.1 State Highway Policy: El Camino Real is the designated state highway within the downtown planning area. The City shall continue discussions with the State to encourage improvements along El Camino Real including the addition of landscaped median strips and left-turn stacking lanes. Widening of El Camino Real shall be supported only when absolutely necessary based on traffic volumes and adequate plans to protect the properties along the roadway.

Guideline. El Camino Real (State Route 82) is a major intercity traffic carrier which parallels the Southern Pacific Railroad tracks. El Camino Real presently carries four lanes of traffic. No additional lanes are proposed as part of this Plan; however, an option for long term projects on El Camino Real is discussed. This Plan calls for the development of a landscaped median strip along El Camino with left turn stacking lanes at major intersections.

The development of the Village Center provides that ultimately the only northbound access from El Camino Real directly into the Village Center will occur at O'Neill with no northbound left turn lanes provided at either Emmett or Waltermire. With the full buildout of the downtown area, a new traffic signal is recommended at O'Neill and El Camino Real to provide reasonable access to and from the downtown core and El Camino Real without having to use the Ralston Avenue/El Camino Real intersection. This plan also supports efforts to improve the appearance of the El Camino right-of-way through landscaping, sign control and attention to the design of new and remodeled structures. Landscaping is especially needed along portions of the east side